



Aerie is joined by Shanti

Northern Breezes Sailing School took another leap forward this year by doubling the classes on Lake Superior originating from Pike's Bay Marina in the Apostle Islands. The demand was there. Boats which we either own or control was not. Fortunately, Dr. Gail Bowdish who completed instructor training through Bareboat Charter in May bought an immaculate C&C 33 based out of Madeline Island. *Shanti* was owned by the previous Commodore of the Great Lakes Cruising Club, Derek Ammerman, who unfortunately died last December. His widow asked Gail if she wanted the boat before she put it up for sale.

Gail kept the boat at Pike's Bay for nearly two months. We chartered the boat for dual classes with our boat *Aerie*. "These were really fun classes. The energy level from



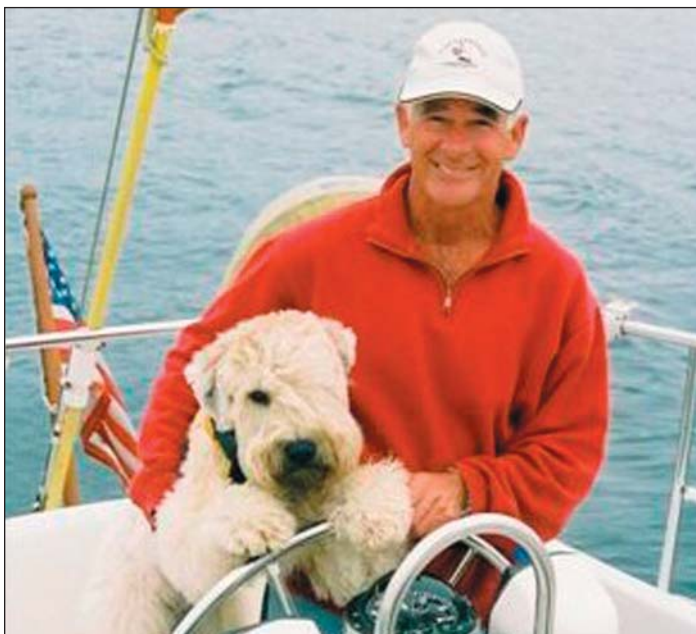
America Perez and Sherry Twelmeyer under the spinnaker on *Shanti*. Although not part of the BC / BB curriculum, Northern Breezes adds this experience if possible.

eight students and two Captains was awesome," noted Captain Steve Burns. "It was really great when we went to Madeline on Friday night and rafted in Raspberry Bay," noted one student. "Tom's Burnt Down Bar," got so used to seeing us, they offered us group rates.

"We sure had an awesome experience with your sailing school. I can't wait to do my ACC." Sherry Twelmeyer

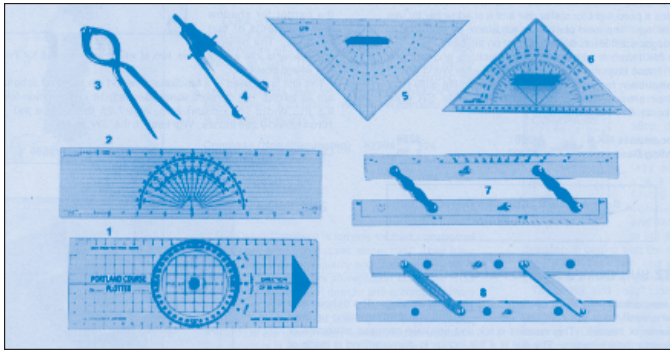
Additional upgrades to *Aerie* included: new JRC 1800 Radar and Chart Plotter with C-Map chip, a back-up Garmin 176 Chartplotter, new windows, new main sail cover, new bow roller and house pipe, new carbon fiber spinnaker pole, new BBQ grill, and new starboard sea berth. It is a greatly enhanced vessel.

Dr. Gail Bowdish intends to add "Captain" to her resume this winter and teach ASA classes from her home port of Holland, Michigan and on her Beneteau 42, *Gaiamar* in the British Virgin Islands through Northern Breezes in 2005.



Kirby Sailing with Captain Steve Burns.

The Northern Breezes Sailing School board is certified by the American Sailing Association. Over 275,000 students have graduated from ASA's programs. Principals are Captain Thom Burns, publisher of Northern Breezes Sailing Magazine and Sailing Breezes Internet Magazine. Thom and lead instructor Captain Steve Burns are Instructor Evaluators for American Sailing Association. Thom is also a US Sailing-certified instructor.



Navigation Classes

You can still sign up for navigation class. The Tuesday evening class starts October 19th. The Saturday morning class starts October 23rd. We will be offering a special weekend class in Bayfield the second and third weekends in January 2005. The Advanced Cruising Techniques taught in this class add a lot to your Bareboat Charter experience and is a must for Advanced Coastal Cruising offshore. We have started offering correspondence navigation class to our out-of-town students. The correspondence option is not for everyone but it helps fill the gap from long distance.

Winter Escapes

The British Virgin Islands

We sail and teach in the British Virgin Islands because it is the very best winter cruising grounds for sailors with moderate experience. It is relatively sheltered. It is developed enough to have good facilities while avoiding most of the downsides of cruise ship activity. We have changed bases to the more homey base at Tortola Marine Management.

We are doing three weeks in the British Virgins starting February 19, 2005. We purposely overlapped the weeks in order to offer more variety. The first week is the combined Basic Cruising / Bareboat Chartering courses.

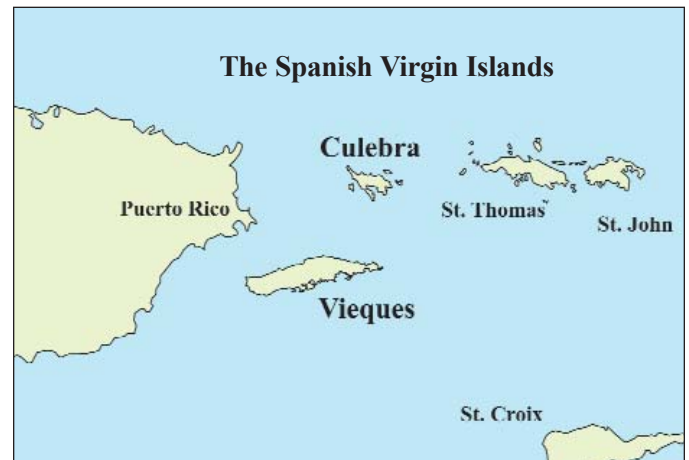
The second week beginning February 26th is either the combined Basic Cruising / Bareboat Charter Courses, the Cruising Multihull Course or relaxing Flotilla Sailing with no course work.

The third week, commencing March 5th, 2005 is Cruising Multihull aboard a large Cruising Catamaran, the relaxing Flotilla Sailing or the Sail & Dive option.

These Cruising Catamarans are wonderful sailing vessels with three significant advantages: they don't heel; people are spread out over a 23' wide platform for "your" space; and, they can anchor in much shallower water.

The fourth week, March 13-20, begins and ends in the British Virgin Islands but is quite an adventure. We board and depart on Sunday, March 13th. We will pro-

ceed to Culebra and then Vieques in the Spanish Virgin Islands off the eastern end of Puerto Rico. Then we will sail to St. Croix, part of the U.S. Virgins and finally back to either Virgin Gorda or Tortola. These are very interesting islands with very little "charter type" activity. It is an Advanced Coastal Cruising class. Non ACC students who are willing to participate in offshore passagemaking are welcome. In the best of circumstances we will take two boats or a very large boat. We currently have a 51' boat reserved.



I'm Done With Courses, How Can I Play?

You can always simply sail on one of our boats which are skippered by our Captains. You'll get some more sea time without the hassle of organizing your own crew. If you are aboard one of our captained boats, it is a great opportunity to lay back and enjoy while sailing and learning without a set schedule or agenda. No experience is required for auditing courses or sailing aboard our flotilla boats.

Many of our graduates charter their own boats. We are Charter Agents and are more than happy to assist you. We make sure you get the best deal and we give you high season credits when you charter with us. You can take

your group off by yourself even on weeks when we are not in the Caribbean or you can join the group flotilla with your charter boat. This is more organized than in years past.

A third way to play which is related to chartering your own boat is to let us help you put together your own boat or join another boat by introducing you to others who want to do the same. This requires some coordination but we will try to facilitate it as long as you are chartering through us.

Okay, The Money . . . Discounts

Last year we instituted a repeat customer discount and a more than one week discount. If you have gone to the Caribbean with us before on our boats, you'll receive a \$100 discount. If you do a second week, you'll receive another \$100. So if you are a repeat customer and do two weeks your total discount is \$300. How's that for fuzzy math?

This year we are giving "couple" discounts. The definition of a "couple" is any two people who are willing to share a cabin. This is substantial and actually very helpful to us. As individuals, Basic Cruising / Bareboat Charter is \$1,495 per person. As a couple with discount, it is \$1,350 per person. That's a \$290 savings.

Holiday Season Gift Certificates!

Give the life long gift of sailing! Your recipient will receive a package, certificate and an introduction to a whole new lifestyle choice. We also do partials which can be applied to any class.

What else do we do? < More Online

The most frequently asked question or comment received is: "Oh, I didn't know you did that too!"

Northern Breezes and its associated businesses:

- Operate Northern Breezes Sailing School • Charter Agents for Caribbean Charters • Publishers Of Northern Breezes Sailing Magazine and Sailing Breezes Internet Magazine • Weems & Plath Dealer • West Marine/Port Supply Dealer • Mfg. Representative for WindRider Trimarans • Wilderness Systems Kayaks Dealer.

Think IQC < More Online

We will be conducting an Instructor Qualification Clinic in May in the Twin Cities. If you really want to take your sailing to a new level and have the time to teach part-time, this is an excellent option.

SailFest < More Online

Both *Aerie* and *Shanti* participated in SailFest, a non-threatening reverse start cruising race around Basswood Island in the Apostles. *Aerie* took third, *Shanti* fourth and *Shanti* won first in all women crew. Captain Steve Burns skippered *Aerie* with a student crew. Gail Bowdish skippered *Shanti*. Captain Thom Burns was Commodore of SailFest. He and Michele Pufahl raced a WindRider 17.

New Courses < More Online

- Radar Navigation • Celestial Navigation • Weather for Mariners.

Instructor Profile < More Online



Captain Steve Burns aboard *Shanti*.

Captain Steve Burns started sailing with his brother Thom on Lake Michigan in 1979 on a 37' yawl. He had previously sailed on catamarans in Florida with frat brothers in college. In the ensuing twenty five years, Steve and Thom logged over thirty charters together in the Caribbean, Lake Superior and Lake Michigan. Steve crossed the Atlantic from St. Johns, Newfoundland to Dingle Bay, Ireland in 2000 aboard *Breagan*. He was watch captain and assistant navigator. He went back aboard *Breagan* in 2001 and sailed across the North Sea, to Norway and then to Sweden, Denmark and Germany. He was navigator and watch captain. He earned his Captain's license in 2002 and sailed the Mediterranean aboard *Breagan* in both 2002 and 2003. Steve became an Instructor Evaluator for American Sailing in 2003.

Steve is a retired vice-president of marketing for Kodak. He resides with wife, Pat, and Kirby a Wheaten terrier on Long Lake in New Brighton, Minnesota.

See Us at The Boat Shows < More Online

- Minneapolis Jan 19 - 23, 2005 • Strictly Sail Chicago Feb 3 - 6, 2005.

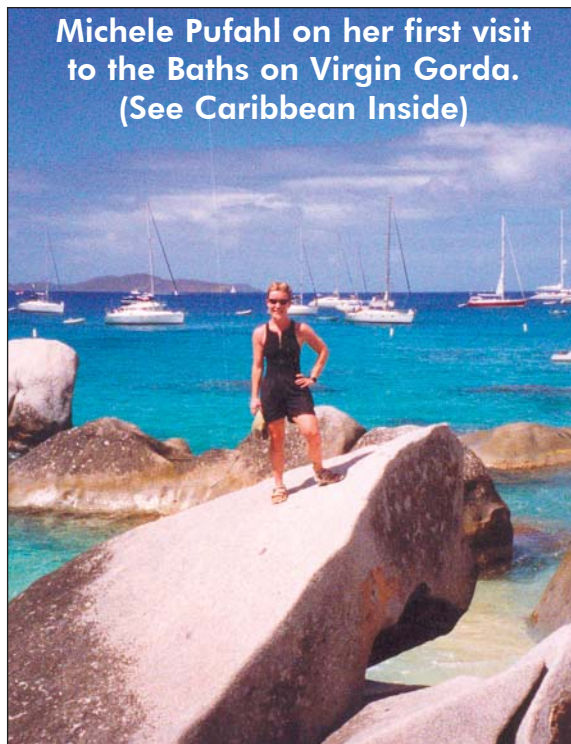
A Lesson Learned — Sea Trials

The last Sunday in August, my class had departed and I was walking back to *Shanti* to take it over for fuel and pump-out before Gail Bowdish and her delivery crew arrived. She wanted to depart later Sunday evening for Holland, Michigan from our base at Pike's Bay Marina in Bayfield, Wisconsin. I met two of our instructors, Mike and Amie Roberson, coming down the dock with their daughter, Allie. They were all camping in Bayfield. I asked them if they would like to take a quick ride on *Shanti* over to the fuel dock. They agreed and we were off. It was blowing about 20 knots in the marina from the southwest.

I backed off the dock, put the boat in forward and after turning the corner by the breakwall put the boat in neutral to slow down for my approach to the fuel dock. The shifter came off in my hand. We were going about 2.5 knots. With 20 knots of wind on the starboard bow the boat was slowing quickly to no steerageway. I could not reach any dock safely. If the boat lost steerageway, *Shanti* would be on the breakwall. We tried several substitute shifters such as wrenches. Nothing would shift the boat. We tried getting to the transmission at the back of the engine in order to shift by hand. Boards had been bolted in place by the previous owner and couldn't be removed quickly. We couldn't reach the shifter from the front of the engine. We all looked at one another and simultaneously said, "Sail." It seemed like minutes to uncoil the roller furling line to pull out the genoa. I turned more to leeward with the last half knot of speed as we pulled the genoa out. The boat surged forward, missing the breakwall by two feet as I turned into the middle of the channel. *Shanti* sailed cleanly out of the harbor. She was safe. An hour and a half later after numerous reciprocal beam reaches we found a fix by screwing a bolt into the shifter arm from the bottom.

Lessons learned DON'T PANIC, keep working the problem until the boat is either aground or you get help. Good Velcro attachments might be a better answer than a bolted up engine compartment. Create options; Gordy at Pike's Bay was standing by on VHF in case we had any more problems as we returned with our jury rig in place. • *Captain Thom Burns*

Michele Pufahl on her first visit to the Baths on Virgin Gorda. (See Caribbean Inside)



Address Service Requested

www.sailingbreezes.com

763-542-9707

Minneapolis, MN 55427

3949 Winnetka Ave. N.

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